

EDUCATIONAL.

"THE UNION ACADEMY."

Corner of 14th and New York Avenue.
J. RICHARDS, Principal.
J. W. McNEIL, Assistant.

A. ZAPPO, Professor of Modern Languages.
R. GROSS, Teacher of Drawing and Painting.
Circulars can be obtained of the Principal or J. R. Richards, at the Academy.

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(The Classics taught also, if required.)
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JAMES TAYLOR,
JOS. HARVEY NOLSE.

CLASSICAL, MATHEMATICAL AND COMMERCIAL INSTITUTE.
Under the care of Rev. Alfred Holmead, Rector, and Mr. Charles Tucker, A. M.

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Address—No. 205 Baltimore street, Baltimore 347 Broadway, New York; Pennsylvania Avenue, Washington, D. C.; 77 Main street, Richmond, Va.; Lynchburg, Va.; Norfolk, Va.; and Petersburg, Va.

These Daguerotypes are open free to the public, at all hours of the day.

J. H. WHITEHURST, Sole Proprietor.

TO THE PUBLIC.
JAMES A. CONNELL, proprietor of the CITY EXPRESS, begs leave to inform the public that he will continue to publish the City Express, at 2 o'clock in the afternoon. He will also carry baggage to and from the cars, and to any part of the city, at moderate charges. He hopes, by strict attention to his business, and the prompt and faithful delivery of all articles committed to his keeping, to merit a liberal share of the patronage of the public.

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GEORGETOWN AND ITS AFFAIRS.

GEORGETOWN, October 6-12 m.

A Beautiful Vessel.—I had the pleasure, yesterday morning, of examining the fine new schooner Norfolk Packet, now lying at the wharf of Messrs. F. & A. H. Dodge, and being loaded by them with flour for New York. Her burden is 350 tons; draws, when deeply laden, 13 feet of water, but will float in 11 feet with 3,500 barrels; she also has a number of state-rooms for the accommodation of passengers, all of which are fitted up and furnished in the most elegant manner. She is commanded by Captain Bedell; was built at East Haddam, Connecticut; and is intended to run between this place and New York, via Norfolk. A more beautiful specimen of ship-building it would be hard to find in any port. May she long live to plough the briny deep, and often grace the port of Georgetown.

A number of hands were engaged yesterday morning with a mud machine, deepening the channel leading from the outlet lock to the canal to the basin.

Mr. Henry Nelson commenced on Wednesday last to dig out for the foundation of a large house, which he intends building this fall and winter. Its location is on Bridge street near the market, and is intended for a boarding-house and wagon stand.

Accident.—Mr. John Pickrell yesterday fell off a pile of lumber and injured himself so seriously that he had to be taken home, and has not since been able to leave his bed.

Flour and Grain market firm at last quotations.

The inspections of Flour for the quarter ending September 30, amounted to 61,442 barrels, 2,458 half barrels, and 262 barrels kiln-dried meal.

The sales of Beef cattle at Drover's Rest this week have been unusually large, and prices have ranged from \$2 to \$2.75 per hundred pounds gross. Sheep from \$2 to \$3 per head. Hogs scarce, and in great demand.

Arrivals.—Schooner Catharine, Welch, King George, Va., to Boyer, Taylor & Co.; packet schr. Statesman, Cathell, New York, to F. & A. H. Dodge.

Sailed.—Schr. David Carter, Crowley, Washington, N. C.

Cleared.—packet brig L. P. Snow, Snow, for St. Thomas.

Canal Trade.—Arrived.—Mt. Vernon, Cumberland, 72 tons coal; Wm. Fowle, Cumberland, 64 tons coal; Osprey, Cumberland, 73 tons coal; Baltic, 81 miles, flour, &c.; Southampton, Cumberland, 73 tons coal; Thomas Jefferson, 62 miles, limestone; Edward Payson, 62 miles, limestone.

Departed.—American Flag, E. Hoffman, E. Paysen, Liberty, Chesapeake, Delaware, J. G. Stone, J. R. Annan, W. Jackson, E. C. Vocheers, General Washington, Eckart, J. F. Essex, W. C. Johnson, General Tyson.

THE PANIC.—A good deal of alarm and great inconvenience was occasioned yesterday, by the announcement that the brokers would no longer redeem uncurrent bills of any description. Various reasons are assigned for this course. The brokers themselves say that the vast amount of uncurrent money thrown upon the market, within the past ten days, has drained them of their specie funds, and that they cannot obtain from the city banks, on any security, the amount requisite to continue their redemptions until they can realize from their country paper.

It is surmised by many that this sudden and universal refusal of the brokers to purchase uncurrent money results from a wish to embarrass the Metropolitan Bank, which was established in this city a short time ago, for the purpose of compelling the country banks to keep their notes at par, or nearly so in New York. We do not see, however, that the "regulator" is likely to be affected by such a proceeding, inasmuch as it only discounts uncurrent money for its depositors. We are inclined to believe that the brokers are really short of funds, and moreover that they are a little nervous, and wish to find out the weak spots before they venture to speculate further.

Among the bills refused in trade yesterday, (in addition to the Salisbury, Md., and the "Commercial" and "People's" N. J.) were those of the following banks:

Government Stock, Michigan; Union, Dover, New Jersey; Ocean, New Jersey; James Bank, Saratoga County, N. Y.; New Rochelle, N. Y.; Phoenix, Bainbridge, N. Y.; Merchants', Mina, N. Y.; Merchants', Canandaigua, N. Y.; Farmers', Mina, N. Y.; Western, White Creek, N. Y.

Our own belief is that there will not be any material loss upon the bills of the above-named institutions, and we should be loth to submit to a heavy shave on any of them.

In Boston the money market is even tighter than it is here, and it would be well to keep a bright look-out for squalls to the eastward. The less Eastern money a man takes the less he will lose by it. There is likely to be some sharp work this month and next among the Eastern banks.—N. Y. Morning Star, Oct. 2.

TIN, IRON, STEEL, AND AGRICULTURAL GOODS.

I HAVE JUST RECEIVED a supply of the following articles, which I will sell as low as they can be had in this market for cash:

Boeing Tin, and leaded, 14 by 20 Bright Tin, 10 by 14; Sheet Zinc Bar, Round, and Square Iron—American, English and Swedish.

Band and Hoop Iron, Plough Plates and Landis Cast Steel, American and English Blister Steel Cut and Buggy Axles, and Wagon Boxes Horse Shoes, Horse Nails, and Nail Rods Cut and Wrought Nails and Spikes Pumps, Grindstones, Wheelbarrows, and Trucks Ploughs, Harrows, and Cultivators Corn Shellers and Corn Mills Vegetable Cutters and Straw Cutters Wheat Fans and Churns Sausage Cutters and Sausage Stuffers Oak Yokes, Cattle Ties and Bull Rings Root Pullers and Bramble Hooks Fruit Gatherers and Corn Parers Shovels, Spades, Forks, Rakes, and Hoes Folding Ladders and Water Rains Vegetable Brooms and Garden Syringes Horse Fencing and Horse Venders Garden Trunks, Fraying Saws, &c.

W. E. WIEBER, Opp. Brown's Hotel, Pa. av.

DELAWARE COLLEGE.

THE DUTIES of this Institution will be resumed on the 29th of October. In the Scientific School, now connected with the College, young men in advance of our academies enjoy rare facilities in preparing for practical life.

In the Mercantile Department a thorough business education may be had.

In the Agricultural Department special attention is given to the study of the various departments of Agriculture, and a Department of Modern Languages.

Newark Academy opens on the same day, (29th October) for the admission of students. Should be made early. For circulars containing full information, apply to the President of the College.

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